

**CITY OF SEATTLE**

**RESOLUTION \_\_\_\_\_**

A RESOLUTION relating to the Center City Connector; adopting the Center City Connector Transit Study Locally Preferred Alternative (LPA); and endorsing efforts to pursue federal funding for the Center City Connector project.

WHEREAS, on April 16, 2012, the Seattle City Council unanimously adopted Resolution 31367 which approved the Seattle Transit Master Plan; and

WHEREAS, the Center City Connector was identified in the Seattle Transit Master Plan as one of four corridors warranting high capacity transit based on growing demand; and

WHEREAS, the goals of the Center City Connector are to connect downtown neighborhoods by linking the existing South Lake Union streetcar with the soon-to-be completed First Hill streetcar, and improve north-south transit mobility through Seattle's Center City; and

WHEREAS, following adoption of the Seattle Transit Master Plan, the Seattle Department of Transportation (SDOT) applied for and received a Federal Transit Administration (FTA) grant in the amount of \$900,000 to conduct an Alternatives Analysis for the Center City Connector; and

WHEREAS, the goals of the Alternatives Analysis were to determine the most suitable transit technology and street alignment for the Center City Connector; and

WHEREAS, SDOT has conducted a multi-phase and comprehensive analysis of various transit mode and street alignment alternatives; and

WHEREAS, project screening criteria included ridership potential, transit integration, bicycle and pedestrian connections, economic development potential and cost-effectiveness; and

WHEREAS, in addition to this technical analysis, SDOT interviewed 40 Center City Stakeholder groups, held three open houses and numerous briefings with Center City community organizations to get feedback on community priorities; and

WHEREAS, public comments reflected a desire for frequent, fast and reliable transit in the Center City; and

WHEREAS, based upon this analysis and public input, SDOT has determined that the preferred transit technology is modern streetcar; and

WHEREAS, based upon this analysis and public input, SDOT has determined that the preferred street alignment is First Avenue between the Westlake multimodal hub and the King Street station hub, as shown in Exhibit A; and

WHEREAS, SDOT recommends that two optional alignments for connecting from the Westlake multimodal hub to First Avenue be advanced to the preliminary engineering and environmental review phase of the project as shown in Exhibit A; and

WHEREAS, SDOT recommends proposed station locations as shown in Exhibit A; and

WHEREAS, SDOT analyzed streetcar performance and impacts of a streetcar operating in exclusive transit lanes with transit signal priority or in mixed traffic; and

WHEREAS, SDOT recommends that the streetcar operate in exclusive transit lanes (that may be shared with buses) with transit signal priority throughout the Center City Connector alignment since the analysis shows that the streetcar has faster travel times, lower operating costs, and higher fare revenue and ridership with exclusive lanes; and

WHEREAS, SDOT recommends that the Center City streetcar network effectively operate as two lines which, combined, will provide service frequency anticipated at five-minute intervals in the downtown core - one line operating between South Lake Union (Fairview and Yale Avenues) and King Street multimodal hub and another line operating between Capitol Hill (Broadway and Denny Way) and Westlake multimodal hub as shown in Exhibit A; and

WHEREAS, SDOT has determined that given the exclusive lanes and the operating plan described above and shown on Exhibit A, the projected ridership in 2018 would be 23,000 to 30,000 for the entire system; and

WHEREAS, the FTA has indicated that based upon performance projections the City Center Connector would compete strongly for future federal funds; and

WHEREAS, the City of Seattle has appropriated sufficient funds to the City Center Connector to complete final design of the project, and

WHEREAS, construction of the City Center Connector would leverage past streetcar investment into a high-ridership Center City streetcar network; and

WHEREAS, following City Council adoption of an LPA, the Center City Connector project will progress into a project development phase to include environmental assessment, preliminary and final design, and development of an implementation and funding strategy, NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:**

Section 1. The Center City Connector Transit Study Locally Preferred Alternative (LPA) (Exhibit A) is hereby approved.

Section 2. The Seattle City Council endorses efforts to pursue federal funding for the Center City Connector project, including progressing through the Project Development phase of the FTA's Small Starts program.

Section 3. As Center City Connector funding options are considered, the Seattle City Council and SDOT will prioritize local funding opportunities that do not reduce transit service or funding from other city neighborhoods and that are specifically enacted to pay for streetcar costs.

Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2014, and signed by me in open session in authentication of its adoption this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

THE MAYOR CONCURRING:

Edward B. Murray, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2014.

Monica Martinez Simmons, City Clerk

(Seal)